

104TH CONGRESS  
2D SESSION

# S. 2139

To amend title 49, United States Code, to require the use of child safety restraint systems approved by the Secretary of Transportation on commercial aircraft, and for other purposes.

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## IN THE SENATE OF THE UNITED STATES

SEPTEMBER 27, 1996

Mrs. MURRAY introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To amend title 49, United States Code, to require the use of child safety restraint systems approved by the Secretary of Transportation on commercial aircraft, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. CHILD SAFETY RESTRAINT SYSTEMS ON COM-**  
4 **MERCIAL AIRCRAFT.**

5 (a) IN GENERAL.—Chapter 447 of title 49, United  
6 States Code, is amended by adding at the end the follow-  
7 ing new section:

1 **“§ 44724. Child safety restraint systems**

2 “(a) IN GENERAL.—Not later than 90 days after the  
3 date of the enactment of this section, the Secretary of  
4 Transportation shall issue regulations requiring the use  
5 of child safety restraint systems that have been approved  
6 by the Secretary on any aircraft operated by an air carrier  
7 in providing interstate air transportation, intrastate air  
8 transportation, or foreign air transportation.

9 “(b) AGE OR WEIGHT LIMITS.—The regulations is-  
10 sued under this section shall establish age or weight limits  
11 for children who use the child safety restraint systems.”.

12 (b) CLERICAL AMENDMENT.—The chapter analysis  
13 for chapter 447 of title 49, United States Code, is amend-  
14 ed by adding at the end the following new item:

“44724. Child safety restraint systems.”.

15 **SEC. 2. INTERNATIONAL STANDARD.**

16 It is the sense of the Congress that the United States  
17 representative to the International Civil Aviation Organi-  
18 zation should seek an international standard to require  
19 that passengers on a civil aviation aircraft be restrained—

20 (1) on takeoff and landing; and

21 (2) when directed by the captain of such air-  
22 craft.

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